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SALT LAKE CITY, UTAH, MONDAY, DECEMBER 15, 1902.

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SHOT AND SHELL BURST CABELLO'S FORTRESS

Venezuelans Attempted to Reply, But Their Old Guns Were Soon Put Out of Action.

British and German Residents of Caracas Are Very Bitter Against Their Respective Ministers.

Puerto Cabello, Saturday, Dec. 13.—The British cruiser Charybdis and the German cruiser Vineta have bombarded the fortress here. They quickly silenced it. The Charybdis and the Vineta arrived here this morning. The captain of the English merchant steamer Topaz, which was seized by the mob last Wednesday, visited the English commodore on board the Charybdis and returned an hour later with a detachment of fifty marines, who took charge of the Topaz. The populace was greatly excited at this incident, and raised the cry "To arms!" but no incident occurred.

FORTRESS SHELLED.

At 5 o'clock the Charybdis and the Vineta opened fire on the fortress and custom house. The fort replied, but was soon silenced. No damage was done to the town.

The United States consul went on board the two cruisers and was informed by their commanders that they had come to this port in search of the Venezuelan warships.

CANNON WERE ANCIENT.

It is not probable that the Venezuelan government had any modern cannon there. The custom house at Puerto Cabello is situated on the right, or main, side of the channel. It is a long, two-story brick building, and contains, besides executive offices, large warehouses. Steamers discharging at Puerto Cabello tie up immediately in front of the custom house. The town itself is flat and stretches from the water front inland to the base of the hills, a distance of two or three miles.

The outside harbor to Puerto Cabello is hardly more than a large bay, offering comparatively little protection to shipping. The inside harbor is very secure and quiet.

British legation here will be reopened tonight under the American flag by W. W. Russell, secretary of the American legation. The statement that Italy, through her legation here, is to demand payment of her claims against Venezuela, has been confirmed.

The arrival of the United States gunboat Marietta at La Guayra yesterday was due to a rumor that United States Minister Bowen was in danger. There has been no ground for such a rumor, and the presence of the Marietta is not requested by Minister Bowen.

Situation Critical.

The situation in Caracas continues to be critical and there is intense excitement among the German residents of the city. Today the Germans sought refuge at the American legation, where they were sheltered. Mr. Bowen has gotten in quantities of all kinds of provisions, to be used for any emergency. The enlistment of Venezuelan soldiers continues. Two thousand men from Caracas and Valencia came into this city today.

The boycott of English and German goods continues. The British and German colleges here, which were boycotted, have closed their doors. The University of Caracas also is closed. Priests are preaching in the streets, and reported that ninety Germans living in the country have offered to support the Venezuelan government against Germany.

Accuse Their Ministers.

Leading German and British residents of Caracas and very bitter against their respective ministers, whom they accuse of leaving Caracas without giving any intimation of their intention to abandon the city. The note from the commanders of the allied fleet, which was sent to the Venezuelan government through Minister Bowen, concerning Venezuelan vessels leaving La Guayra, is supposed to herald the blockade.

The government at Caracas is surprised that the government at Washington remains silent in spite of the recent action of the allied fleet. The fact that the people of Venezuela are in absolute ignorance of the designs of the allies upon their country creates a deep and disturbing impression here. The chief officer of President Castro's guard said today to the representative of the Associated Press: "If there is to be war, let us know and we will fight. If there is to be only an assault on our coast, where we cannot resist, let us know, so that we may be able to do it to the detriment of the country."

ACT OF CHIVALRY.

Castro Calls Upon the Sick Wife of the German Minister. Caracas, Saturday, Dec. 13.—President Castro learned this morning of the illness of Madame von Pilgrim-Baltazzi and this afternoon, accompanied by his wife and a number of Venezuelan officers, he called at the German legation. Here the visitors were received by United States Minister Bowen, who escorted them to the room of the invalid. President Castro greeted Madame von Pilgrim-Baltazzi and spoke to her of her husband in a friendly way, saying he held the German envoy in high regard. The president's visit produced a favorable impression upon Madame von Pilgrim-Baltazzi, and before he left the German legation he offered her the hospitality of the "yellow house," the capitol at Caracas.

EXCITEMENT AT CARACAS.

News Received of the Shelling of Puerto Cabello Fort. Caracas, Saturday, Dec. 13.—A note from the commanders of the allied fleet which the Venezuelan government refused to receive yesterday at La Guayra was sent today to United States Minister Bowen at Caracas and forwarded by him to the proper government officials here. The note, which is in the name of Great Britain and Germany, requests all Venezuelan ships after the lapse of five days to refrain from sailing from the port of La Guayra until the present difficulties are over. The question what right Great Britain and Germany have to coerce Venezuela without blockading is being asked on all sides.

El Mocho Hernandez and certain other revolutionary leaders left Maracaibo today for Caracas on their way to Caracas. Hernandez is probably the most popular of the revolutionary leaders. President Castro has kept him imprisoned at Maracaibo for several years. The news of the shelling of the fortress and custom house at Puerto Cabello this afternoon by the British cruiser Charybdis and the German cruiser Vineta, reached Caracas at a late hour tonight. It caused much excitement and in spite of the preventive measures taken by the police, Puerto Cabello trouble is feared at that port.

STERN AND UNRELENTING.

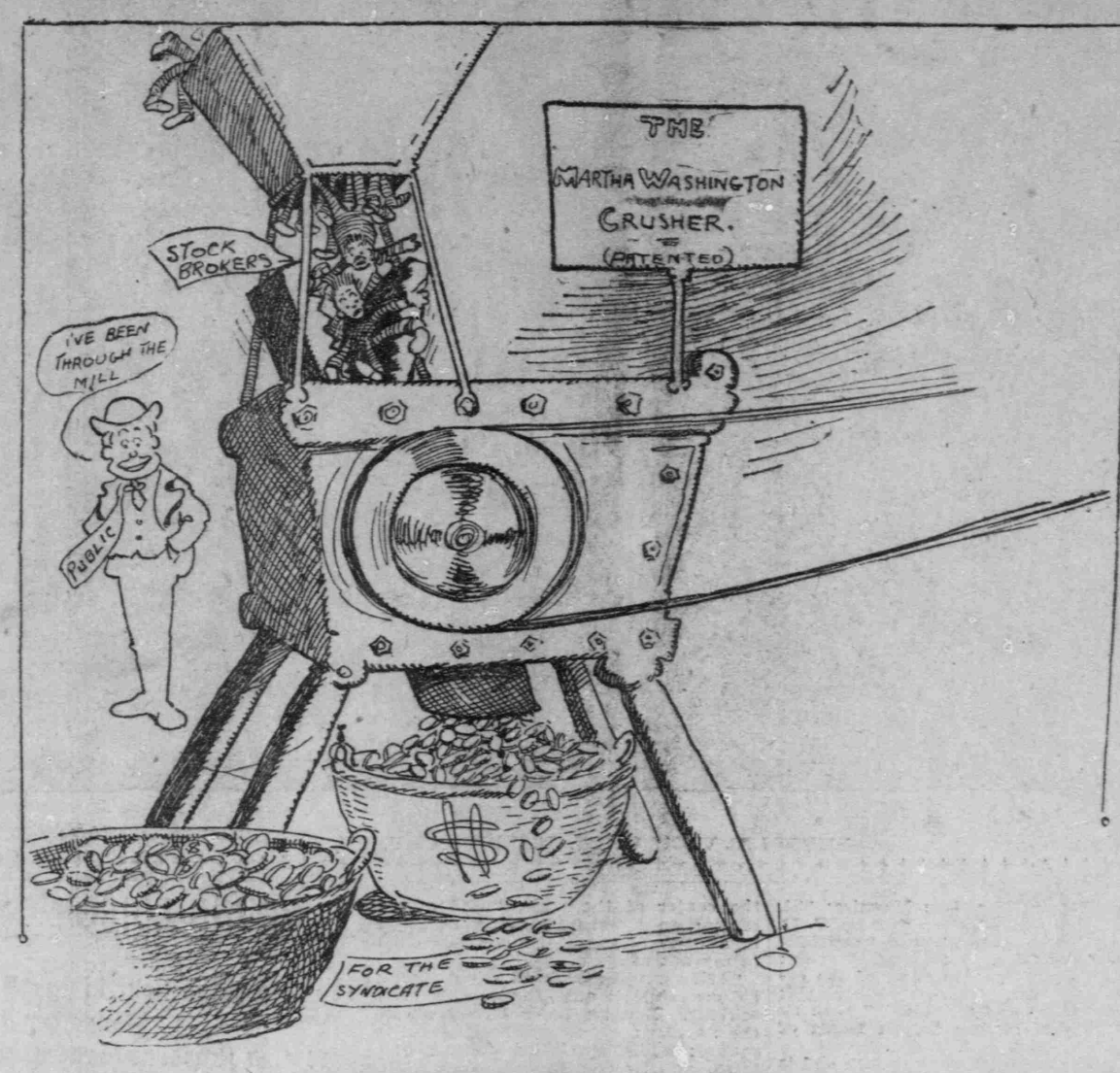
Alles Do not Waste Much Time in Waiting. Puerto Cabello, Saturday, Dec. 13.—The British cruiser Charybdis and the German cruiser Vineta bombarded the fortress here at 5 o'clock this afternoon and silenced it. The bombardment lasted for forty-five minutes. The fortress is composed of Fort Solano and the Castle Libertador. After the firing ceased, the Charybdis sent marines to occupy the castle. The fortress was almost demolished. It is probable that only a few persons were injured by the shelling. The commander of Castle Libertador has been taken prisoner. The cruisers are still here.

At 7 o'clock this morning the Charybdis and the Vineta arrived here searching for Venezuelan gunboats. Two cruisers sent their boats into the inner port, but finding no gunboats, the boats returned. The captain of the British merchant steamer Topaz, which was seized by the mob last Wednesday, visited the British commodore on board the Charybdis and returned an hour later with a detachment of fifty marines, who took charge of the Topaz. The populace was greatly excited at this incident and raised the cry "To arms!" but there was no disorder. The British commodore then sent a message to the Venezuelan government demanding immediate satisfaction for the action of the mob in having hauled down the British flag from the custom house, saying that this action was not forthcoming in two hours at 5 o'clock, the fortress and the custom house would be bombarded. On the morning of the shelling, the British commodore sent a message to the Venezuelan government asking for instructions. A committee of the merchants of Puerto Cabello met here, petitioning him to intervene. The consul accepted this mission and visited the cruisers, but he could obtain no alteration in the decision of the allies.

BENT ON BLOODSHED.

British and Germans Determined to Force War. Washington, Dec. 14.—Minister Bowen, in a dispatch received by the state department this afternoon, says that he has been informed by President Castro that British and German warships were bombarding Puerto Cabello. In an earlier dispatch received by the state department at 2:22 o'clock Sunday morning, Minister Bowen said the situation at the Venezuelan capitol, Caracas, was much quieter. The great excitement noted at the outset of the affair, he said, was caused by the precipitate flight of the British.

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ON BROKERS' ROW.

FIVE MEN BADLY INJURED MRS. U. S. GRANT PASSES AWAY

Work Train and Water Train Come Together Near Pocattello Back End To—Both Caboose Burned and Several Cars Are Smashed.

(Special to The Herald.)
POCATELLO, Ida., Dec. 14.—Five men were seriously injured and narrowly escaped being burned to death in a wreck at Bannock station, fourteen miles west of Pocattello on the Oregon Short Line, at 7 o'clock this morning. A water train backed out of Pocattello behind a work train. The work train stopped at Bannock to pack a hot box, and the water train backed into it. The caboose of the water train, in which were Albert Jones, a call boy; E. T. Kibbler, a Utah Construction company clerk; F. H. Dalton, construction company employee; Conductor Charles McManus and brakeman Holmes, was turned completely over. Both cabooses caught fire immediately. By herculean efforts the balance of the two train crews rescued the imprisoned men, but not before their clothes were burning and their hair singed. Jones had a broken shoulder, besides many severe bruises, and was pretty badly scorched. Dalton sustained a severe cut on the head and was frightfully bruised all over his body. Kibbler had his head badly cut and received many bruises. McManus and Holmes escaped with cuts and bruises, which are, however, quite severe. Both cabooses were burned to the iron and several cars more or less damaged.

SHOUP-BORAH COMBINE TWO TRAINMEN KILLED

Wire-pulling of Heyburn and Standrod Has Forced Other Candidates to Action. Disastrous Wreck on the Chesapeake & Ohio Road Caused by Recent Heavy Rains.

(Special to The Herald.)
Boise, Dec. 14.—After a consultation between former Senator George L. Shoup and W. E. Borah regarding the alleged Heyburn-standrod senatorial combine, Borah has gone to northern Idaho to interview members-elect of the legislature and there may be a Shoup-Borah combine to effect the other end of the road. The contest is growing in interest daily and is already of an exciting nature, notwithstanding the legislature does not meet until Jan. 5. Standrod is showing unexpected strength and the election of his candidate, J. Frank Hunt, to the speakership is conceded.

TRYING TO SUPPLY THE BIG CITIES WITH COAL

Reading, Pa., Dec. 14.—The Philadelphia & Reading Railroad has had over fifty locomotives in service hauling coal to market yesterday and today. The company claims that 75,000 tons were started last night and today and is now on the road. Most of the coal is being hauled to the eastern cities. The motive power of the company has never been taxed as it is at the present time.

GEN. LONGSTREET'S REPORT.

Annual Statement of the Commissioner of Railroads. Washington, Dec. 14.—The annual report of General Longstreet, the commissioner of railroads, says that of the railroad companies which have received government subsidies in bonds all have settled their indebtedness to the government except the Central Branch Railway company, the successor of the Central Branch Union Pacific Railway company. The reports of the bond-aided and land grant roads show an increase of \$29,000,000 in net earnings over those for 1901. There was an increase of over \$5,500,000 in gross earnings and of \$27,000,000 in expenses.

The report deals with detailed annual summaries of the operations of the roads, embraces the principal laws of congress that relate to the bond-aided and land grant railroads and includes abstracts of the decisions of the supreme court in cases affecting the bond-aided Pacific companies and to which the United States is party.

FIRST OF THE WINTER.

Topeka, Kan., Dec. 14.—The first heavy snowstorm of the winter prevailed all over Kansas today. The fall in some places amounted to four inches on the level. No severe cold accompanied the storm and great good to the wheat crop in central Kansas will result. Trains on all roads were late today, the snow in some places preventing traffic. There has been no relief of the fuel famine in Kiowa county and should the weather grow much colder great distress will ensue.

Rev. McWard Hannan.

Toledo, O., Dec. 14.—Rev. McWard Hannan, one of the best known Catholic priests in the country and the pastor of St. Patrick's church here for forty years, died today at the age of 76 years.

CABLE CHRISTENED IN MEMORY OF JOHN W. MACKAY

Thousands of People Witness the Splicing of the Shore End of the Long Wire.

Speeches of Congratulation on the Auspicious Beginning of the Great Pacific Enterprise.

SAN FRANCISCO, Dec. 14.—"In memory of John W. Mackay, I christen thee Pacific cable. May it always carry messages of happiness." With these words, Lucille Gage, the 11-year-old daughter of H. T. Gage, governor of California, today christened the trans-Pacific cable, and breaking a bottle of champagne over the shore end, inaugurated a new era in the commercial development of the Pacific coast. The launching and splicing of the shore end, which is to connect the mainland with Honolulu, was accomplished without hitch of any kind and was witnessed by 20,000 or 40,000 people. Ideal weather prevailed, there being scarcely a surf.

The Cable Landed. Early this morning the steamer Newsboy, carrying six miles of cable, steamed close inshore and, through a life-saving boat's crew, sent a rope to which the cable was attached ashore. Word was sent to President Clarence H. Mackay and the cable and Postal Telegraph officials that the shore end was ready. The work of hauling in the cable was done so expeditiously that the officials arrived on the beach only two minutes before the cable touched the beach and was christened at 9:55 a. m.

While the cable was being spliced to the land end Mayor Schmitz delivered a short speech, congratulating Mr. Mackay on the successful beginning of the work. He also spoke of the importance of the undertaking and the benefit to the world at large that would result from its completion.

Clarence H. Mackay, president of the Commercial Cable company, with a voice full of emotion, thanked the mayor and those present.

Tribute To John W. Mackay. Governor Henry T. Gage, on behalf of the state of California, paid a fervent tribute to the late John W. Mackay. The formal exercises closed with cheers for the cable and all those taking part in its landing.

Refreshment tents were erected on the beach, and while the cable was being spliced to the land end, the guests, many of whom were specially invited, were entertained with refreshments. Mr. Mackay also sent the following telegram to President Roosevelt:

"San Francisco, Dec. 14. 'To the Hon. Theodore Roosevelt, President of the United States. 'I have the honor to inform you that the end of the Honolulu cable was successfully brought to shore this morning. (Signed.) 'CLARENCE H. MACKAY, 'President of the Commercial Cable Company.'

"The Hon. Theodore Roosevelt, President of the United States. 'I have the honor to inform you that the end of the Honolulu cable was successfully brought to shore this morning. (Signed.) 'CLARENCE H. MACKAY, 'President of the Commercial Cable Company.'

First Message Sent. When the splicing was completed in the afternoon horses were hitched to the end and the cable was drawn through the conduit to the cable station. At the same time the steamer Newsboy steamed out to sea five miles and anchored the cable with balloon buoys. It was picked up by the cable steamer Silvertown and taken aboard.

The splicing of the cable was completed tonight and the Silvertown headed for Honolulu at a seven-knot speed.

The first message over the cable was sent shoreward by Chief Engineer Benet on the Silvertown, congratulating him on the successful landing. Several tests were made as the cable was being paid out by the Newsboy, and it was found to be in perfect condition.

Souvenirs Distributed. A portion of the cable was cut up into small bits for souvenirs and distributed by President Mackay among his special guests, estimated at about 3,000. During the ceremonies an artillery band from the Presidio played. Fifty policemen were kept busy keeping the crowd out of the enclosure where the splicing was going on.

President Mackay completed his lavish hospitality of the day with a banquet tonight for the guests of the Cable & Postal Telegraph company.

WORK OF LAYING CABLE.

The Cable Ship Silvertown Now Reeling Off the First Section. The world has waited long and impatiently for a Pacific cable and now it is getting one. At this moment, a cable ship employed by an American concern, backed by American capital, and impelled by American energy and enterprise is actually laying the first link between San Francisco and Honolulu, at the rate of 160 miles a day, and will complete the job within a month. Thence the line will be continued with all possible expedition in not exceeding two years' time to Manila via Midway Island and Guam.

This event is progressing without any beating of tom-toms, without the slightest ostentation, in fact, silently; and yet, inasmuch as it is bound to introduce a new era in trans-Pacific communication, it is an event of great moment, calculated to fire one's imagination and kindle one's enthusiasm. Since the year 1866—that is, for thirty-six years past—we have had uninterrupted cable communication across the Atlantic ocean, but never yet have we had a cable across the Pacific. Projects innumerable have been formed and exploited to supply the lack, but none of them until now has eventuated into a fact.

There is already a cable from Manila to Hongkong, the one that Dewey judiciously cut in May, 1898, and from Hongkong there branches out a network of cables to Japan, to the Philippines, to the various ports of China, Formosa and Japan on the Asiatic side; so that the Pacific cable, when completed to Manila, will give us direct access westward to China and Japan, as well as to the Philippines and Hawaii.

Flash Will Be Direct. Until the cable company was incorporated the rate for cable messages from New York to the Philippines was \$2.55 per word. Since its incorporation, in September, 1901, the rate which the United States has had to pay has

been \$1.66, and the messages have had to be transmitted over a very unsatisfactory and roundabout route, first over the Atlantic cables to London, and from London with many relays to Gibraltar, Malta, Alexandria, Aden, Bombay, Madras, Singapore and Hongkong to Manila, over the lines of the Eastern Telegraph company and the eastern extension.

With the American Pacific cable, however, a wire will flash direct from San Francisco to Manila, with relay stations only at Honolulu, Midway and Guam, each an American possession, and the expense per word will be reduced to \$1 for commercial messages, while the postmaster general will have the right to fix the rates for governmental messages. For messages from San Francisco to Honolulu the cable company proposes to charge only 50 cents per word, and promises to reduce that rate within two years to 35 cents.

These immense reductions from present rates are a substantial gain to all American merchants doing business in the far east, not to mention companies in the government. It is not expected that the initial link from San Francisco to Honolulu will pay. Indeed, it is foreseen that it must be operated at a loss, which this account alone, if for no other reason, it is to the pecuniary advantage of the cable company to hasten with all speed the extension and operation of the line to Manila, so as to avail itself of the vast business that awaits it from the Philippines and from China and Japan.

The Honolulu link will be completed early in December, and then both terminals will be connected with inshore lines and the cable put into operation. The California shore end operation, in just south of Golden Gate, touching near the Cliff house, and thence underground to the Market street offices of the company, across the street from the Palace hotel, San Francisco.

Cable Ship at Work. The cable ship Silvertown is now reeling off the first section from San Francisco to Honolulu, the government cable ship, the Calumet, which last month completed the laying of a link of the British cable from Vancouver to Fanning Island, in connection with a cable ship, the Calumet, is now on her way home to England to get a load of cable for the second link of the American cable from Honolulu to Midway Island.

As soon as the Silvertown finishes the first link she will return to England, and also, to load up cable intended for the third link from Midway to Guam. By that time the Calumet will have finished the link between Honolulu and Midway. The third link, again to England for the cable designed for the final link from Guam to Luzon. The cable company is under the necessity of conducting single end surveys between Guam and Luzon, and these will interpose a considerable delay, but it is believed that the surveys can be completed in time to allow the laying of the final link to Luzon not later than July 1, 1904.

Last spring, when the cable officials were dealing with the government, they expressed a desire to lay an all-American cable—that is, a cable touching only on American soil, under the control of the United States, but they had some doubts as to whether a safe landing could be made at Guam, owing to the presence of deep sea bysses lying between Midway Island and Guam. The government, however, permitted them, under certain restrictions, to examine the surveys of that region in the possession of the department.

They found that the landing at Guam was perfectly feasible. Accordingly, the route was determined by way of Guam. Longest in the World. The total length of the cable from San Francisco to Manila will be 6,811 miles, plus 10 per cent allowed for "slack" to follow the contour of the uneven sea bottom, or 7,538 miles in all. This will be the longest single cable line in the world. The link between San Francisco and Honolulu will measure 2,178 surface miles. The next link between Honolulu and Midway will measure 1,140 surface miles. The third link between Midway and Guam will be the longest of all, 2,236 surface miles. The last link between Guam and Manila will be 1,399 miles. It will reach the island of Luzon at its northern extremity, and thence will be trailed along the west coast southward to Manila.

The island of Luzon at its northern extremity, and thence will be trailed along the west coast southward to Manila. The cable will be trailed along the west coast southward to Manila. The cable will be trailed along the west coast southward to Manila. The cable will be trailed along the west coast southward to Manila.

It is estimated that the entire cost of the completed cable from San Francisco to Manila will be in the neighborhood of \$12,000,000, including the various cable stations and regular expenses of installation, and such expenses as experience shows must be met. Inasmuch as the cable company has filed with the postmaster general its acceptance of the act of congress July 24, 1898, relating to telegraphic cables, it is under moral obligations to sell its cable and property to the government at any time at its appraised value. The postmaster general has the right annually to fix the rate to be charged for the governmental messages that will be transmitted over the cable, and governmental messages will enjoy precedence in transmission over all other messages. Under these circumstances the enterprise was believed to meet all the legitimate requirements of the public for a Pacific cable, and the exclusive government cable, at the expense of the public treasury, conceding that it would be contrary to good policy for the government to embark upon enterprises which private concerns are willing to undertake at their own cost.

(Continued on Page 2.)